

T-543

STANLEY NORMAN (skipjack)

Bozman, Maryland

STANLEY NORMAN is a 47.5' long two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 16', a depth of 4', and a net registered tonnage of 7. She carries a typical skipjack rig of jib-headed mainsail and a single large jib with a club on its foot. Built in 1902 in Salisbury, Maryland following traditional Bay design and construction methods, STANLEY NORMAN is significant as being one of the 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. STANLEY NORMAN is of special interest as being one of the older skipjacks still dredging and for being one of the 19 surviving working skipjacks to have been built previous to 1912.

Survey No. T-543

Magi No.

DOE ☐ yes ☒ no

Maryland Historical Trust State Historic Sites Inventory Form

CHESAPEAKE BAY SKIPJACK FLEET THEMATIC GROUP

1. Name (indicate preferred name)

historic STANLEY NORMAN

and/or common Skipjack

2. Location

street & number EDGAR COVE, Quaker Neck Rd. n/a not for publication

city, town St. Michaels n/a vicinity of congressional district First

state Maryland 024 county Talbot 041

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial <input type="checkbox"/> park
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input checked="" type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Captain Ed Farley

street & number P.O. Box 582 telephone no.: 745-2717

city, town St. Michaels state and zip code Maryland 21663

5. Location of Legal Description

courthouse, registry of deeds, etc. n/a liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

Survey of Surviving Traditional Chesapeake Bay Craft

title

1983-1984

date

☒ federal ☐ state ☐ county ☐ local

depository for survey records Maryland Historical Trust, 21 State Circle

city, town Annapolis, MD 21401 state

7. Description

Survey No. T-543

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			n/a

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This vessel is a 47.5' long, two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 16', a depth of 4' at the stern with the centerboard up, and a registered tonnage of 7 tons. She was built in Bay style using cross-planked construction in 1902 of Salisbury, Maryland for the oyster dredging fleet. The vessel's keel is original and of yellow pine but between 1976 and 1980 much of the vessel was rebuilt by her present owner. This process was extremely well documented and will be referred to later. She carries a typical skipjack rig--a jib-headed mainsail laced to the boom and carried on hoops at the 65' spruce mast, and a single, large, self-tending jib with a club on its foot. The vessel is painted white.

In shape, the vessel has a longhead bow and square stern. She has a straight stem, with an extra brace flying from the end of the longhead to the bow planking. Her square transom stern is "tucked" underwater--in other words, the chine meets the waterline, causing some drag. This is an unusual feature, as most skipjacks have a high tuck where the chine meets the transom. The rudder is hung outboard on pintles mounted on the flat, raking transom and on the skeg.

The hull is of cross-planked construction, with some atypical features resulting from her recent rebuilding. These include the addition of two strongbacks and knees added amidships to strengthen the hull. Rebuilding also saw the addition of new mast partners, a new bow, and enlarged cabin and hatches, but the basic deck layout remains the same as the original. The process of rebuilding is fully described, as are the materials used (from local white oak and loblolly pine to tropical woods such as Santa Maria and bullet-tree) by Christopher Hall in an article for Woodenboat in 1980 (see Bibliography).

The hull is sheathed with metal--annealed yellow brass--at the waterline. Decks are of oak and there are metal-sho rub-rails on the sides of the hull beneath the sheer. The hull is painted white, as are the decks. The spars are bright and there are bright and gray accents on the cabin. Topsides are gray with the name STANLEY NORMAN in black applied letters on the sheer plank at the bows.

The vessel is flush-decked. Deck structures (in their original layout) from the stern forward include: a trunk cabin with a slide, providing access to the main cabin; a small deck hatch; a plywood box over the winders; a cargo hatch in two sections, with a high coaming; and a forward cuddy with a slide, giving access to the head and to storage space below. fittings for oystering include rollers, winders, a winder engine, dredges, and pushboat suspended on davits over the stern. A pinrail surrounds the decks, 16" high aft, 10" high forward, but open at the dredge rollers. There is an additional pipe rail around the stern quarter, extending forward as far as the rigging except for the work area. the main cabin, which is particularly finely finished is equiped with lanterns; a barometer and chronometer; two horseshoe lockers for sitting; bunks; a stove; table; and miscellaneous supplies and equipment.

The mast has considerable rake and is set up with double shrouds of steel cable with turnbuckles and chain rather than the more traditional deadeyes. Other rigging includes a forestay, jibstay, topping lift, and lazyjacks. The bowsprit is set up with a double chain bobstay and two bowsprit shrouds as well as its extra wooden flying brace. The long boom is jawed to the mast. The jib is made self-tending with a horse of 1½" pipe set across the foredeck.

8. Significance

Survey No. T-543

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	1902	Builder/Architect	Unknown
check: Applicable Criteria:	<input checked="" type="checkbox"/> A	<input type="checkbox"/> B	<input checked="" type="checkbox"/> C <input type="checkbox"/> D
and/or			
Applicable Exception:	<input type="checkbox"/> A	<input type="checkbox"/> B	<input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input checked="" type="checkbox"/> none
Level of Significance:	<input checked="" type="checkbox"/> national	<input type="checkbox"/> state	<input type="checkbox"/> local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the 35 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. Out of a fleet of hundreds of skipjacks that worked Bay waters in the early years of this century, today only this small number remain to carry on the tradition of working sail.

The skipjack evolved as a distinct type of Bay vessel in the 1890's as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) the hull of the ordinary, unframed, square-bermed Bay crabbing skiff, and giving it a deadrise bottom, a-deck, a cabin and a sloop rig. The result—with its unframed, hard chine, cross-planked, V-bottom—proved inexpensive to build, easy to repair and could be constructed by a competent house carpenter. Skipjacks were specifically designed as oyster dredge boats, with wide beams and low freeboard lending stability and providing a large working space on deck. The single masted rig, with sharp-headed mainsail and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly for another pass over the oyster beds.

The Maryland oyster season begins November 1 and ends March 15. Skipjacks must dredge under sail on all days except Mondays and Tuesdays, when they are allowed to use their motorized pushboat for dredging. The pushboat, normally carried on davits at the stern, is lowered into the water and literally "pushes" the skipjack along from behind, the nose of the pushboat resting against a "jig" on the stern of the skipjack. The pushboat can also legally be used to get the skipjack to and from the oyster beds each day. Each skipjack's crew is made up of the captain, who is often also the owner, and five crew members.

STANLEY NORMAN is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1902 in Salisbury, Maryland following traditional Bay-area design and construction methods. The vessel is one of the 19 surviving working skipjacks to have been built previous to 1912 and, like most of the skipjacks, has been extensively rebuilt, a process that extended over four years from 1976-1980, and was well documented by the owner and restorer, Ed Farley of Bozman, Md. The vessel is particularly finely finished and is used for summer charters as well as for winter dredging. She is an example of how an older vessel, near abandonment, can be restored to useful working life—a process common to wooden vessels of all eras, but particularly well documented in this case.

9. Major Bibliographical References

Survey No. T-543

See Thematic Group nomination cover form, Continuation Sheets
No. 8-13.

10. Geographical Data

Acreage of nominated property less than one acreQuadrangle name Claiborne, MDQuadrangle scale 1:24000UTM References do NOT complete UTM references

A 18 390500 4291380
Zone Easting Northing

B
Zone Easting Northing

C
Northing

D
Northing

E
Northing

F
Northing

G
Northing

H
Northing

Verbal boundary description and justification

This working vessel is usually docked at the location indicated in
Item 2. Historic boundaries are coterminous with the hull.

List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
-------	-----	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Anne Witty/ M. E. Haywardorganization Radcliffe Maritime Museum
Maryland Historical Societydate May, 1984street & number 201 West Monument Streettelephone (301) 685-3750city or town Baltimorestate Maryland 21201

The Maryland Historic Sites Inventory was officially created by
an Act of the Maryland Legislature to be found in the Annotated
Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and
record purposes only and do not constitute any infringement of
individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

Maryland Historical Trust State Historic Sites Inventory Form

Survey No. T-543

Magi No. 2105435733

DOE ___yes ___no

1. Name (indicate preferred name)

historic STANLEY NORMAN

and/or common Skipjack

2. Location

street & number Quaker Neck Rd. ___ not for publication

city, town St. Michaels ___ vicinity of congressional district

state Maryland county Talbot

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Captain Ed Farley

street & number P.O. Box 582 telephone no.: 745-2717

city, town St. Michaels state and zip code Maryland 21663

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. T-543

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This vessel is a 47.5' long, two-sail bateau, or V-bottomed deadrise type of centerboard sloop, commonly referred to as a skipjack. She has a beam of 16', a depth of 4' at the stern with the centerboard up, and a registered tonnage of 7 tons. She was built in Bay style using cross-planked construction in 1902 of Salisbury, Maryland for the oyster dredging fleet. The vessel's keel is original and of yellow pine but between 1976 and 1980 much of the vessel was rebuilt by her present owner. This process was extremely well documented and will be referred to later. She carries a typical skipjack rig--a jib-headed mainsail laced to the boom and carried on hoops at the 65' spruce mast, and a single, large, self-tending jib with a club on its foot. The vessel is painted white.

In shape, the vessel has a longhead bow and square stern. She has a straight stem, with an extra brace flying from the end of the longhead to the bow planking. Her square transom stern is "tucked" underwater--in other words, the chine meets the waterline, causing some drag. This is an unusual feature, as most skipjacks have a high tuck where the chine meets the transom. The rudder is hung outboard on pintles mounted on the flat, raking transom and on the skeg.

The hull is of cross-planked construction, with some atypical features resulting from her recent rebuilding. These include the addition of two strongbacks and knees added amidships to strengthen the hull. Rebuilding also saw the addition of new mast partners, a new bow, and enlarged cabin and hatches, but the basic deck layout remains the same as the original. The process of rebuilding is fully described, as are the materials used (from local white oak and loblolly pine to tropical woods such as Santa Maria and bullet-tree) by Christopher Hall in an article for Woodenboat in 1980 (see Bibliography).

The hull is sheathed with metal--annealed yellow brass--at the waterline. Decks are of oak and there are metal-sho rub-rails on the sides of the hull beneath the sheer. The hull is painted white, as are the decks. The spars are bright and there are bright and gray accents on the cabin. Topsides are gray with the name STANLEY NORMAN in black applied letters on the sheer plank at the bows.

The vessel is flush-decked. Deck structures (in their original layout) from the stern forward include: a trunk cabin with a slide, providing access to the main cabin; a small deck hatch; a plywood box over the winders; a cargo hatch in two sections, with a high coaming; and a forward cuddy with a slide, giving access to the head and to storage space below. Fittings for oystering include rollers, winders, a winder engine, dredges, and pushboat suspended on davits over the stern. A pinrail surrounds the decks, 16" high aft, 10" high forward, but open at the dredge rollers. There is an additional pipe rail around the stern quarter, extending forward as far as the rigging except for the work area. The main cabin, which is particularly finely finished is equipped with lanterns; a barometer and chronometer; two horseshoe lockers for sitting; bunks; a stove; table; and miscellaneous supplies and equipment.

The mast has considerable rake and is set up with double shrouds of steel cable with turnbuckles and chain rather than the more traditional deadeyes. Other rigging

7. Description

Survey No. T-543

Condition

☐ excellent
☐ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☐ altered

Check one

☐ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

includes a forestay, jibstay, topping lift, and lazyjacks. The bowsprit is set up with a double chain bobstay and two bowsprit shrouds as well as its extra wooden flying brace. The long boom is jawed to the mast. The jib is made self-tending with a horse of 1 1/2" pipe set across the foredeck.

STANLEY NORMAN is an example of how an older vessel can be restored to a useful working life--a process common to all vessels of all eras, but particularly well documented in this case.

8. Significance

Survey No. T-543

Period	Areas of Significance—Check and justify below			
____ prehistoric	____ archeology-prehistoric	____ community planning	____ landscape architecture	____ religion
____ 1400-1499	____ archeology-historic	____ conservation	____ law	____ science
____ 1500-1599	____ agriculture	____ economics	____ literature	____ sculpture
____ 1600-1699	____ architecture	____ education	____ military	____ social/
____ 1700-1799	____ art	____ engineering	____ music	____ humanitarian
____ 1800-1899	<input checked="" type="checkbox"/> commerce	____ exploration/settlement	____ philosophy	____ theater
<input checked="" type="checkbox"/> 1900-	____ communications	____ industry	____ politics/government	<input checked="" type="checkbox"/> transportation
		____ invention		____ other (specify)

Specific dates 1902 Builder/Architect Unknown

check: Applicable Criteria: ☐ A ☐ B ☐ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☐ local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant as being one of the 36 surviving traditional Chesapeake Bay skipjacks and a member of the last commercial sailing fleet in the United States. Out of a fleet of hundreds of skipjacks that worked Bay waters in the early years of this century, today only this small number remain to carry on the tradition of working sail.

The skipjack evolved as a distinct type of Bay vessel in the 1890's as a cheaper-to-construct alternative to the earlier bugeyes and other traditional framed craft, in a period when shipbuilding costs were rising and the oyster catch was diminishing. The type was devised by enlarging (to 25 to 60 feet) the hull of the ordinary, unframed, square-bermed Bay crabbing skiff, and giving it a deadrise bottom, a deck, a cabin and a sloop rig. The result—with its unframed, hard chine, cross-planked, V-bottom—proved inexpensive to build, easy to repair and could be constructed by a competent house carpenter. Skipjacks were specifically designed as oyster dredge boats, with wide beams and low freeboard lending stability and providing a large working space on deck. The single masted rig, with sharp-headed mainsail and large jib, was easy to handle, powerful in light winds, and handy in coming about quickly for another pass over the oyster beds.

The Maryland oyster season begins November 1 and ends March 15. Skipjacks must dredge under sail on all days except Mondays and Tuesdays, when they are allowed to use their motorized pushboat for dredging. The pushboat, normally carried on davits at the stern, is lowered into the water and literally "pushes" the skipjack along from behind, the nose of the pushboat resting against a "jig" on the stern of the skipjack. The pushboat can also legally be used to get the skipjack to and from the oyster beds each day. Each skipjack's crew is made up of the captain, who is often also the owner, and five crew members.

STANLEY NORMAN is of interest as being one of the older skipjacks still dredging in the Chesapeake fleet. She was built in 1902 in Salisbury, Maryland following traditional Bay-area design and construction methods. The vessel is one of the 19 surviving working skipjacks to have been built previous to 1912 and, like most of the skipjacks, has been extensively rebuilt, a process that extended over four years from 1976-1980, and was well documented by the owner and restorer, Ed Farley of Bozman, Md. The vessel is particularly finely finished and is used for summer charters as well as for winter dredging. She is an example of how an older vessel, near abandonment, can be restored to useful working condition—a process common to wooden vessels of all eras, but particularly well documented in this case.

9. Major Bibliographical References

Survey No. T-543

Christopher Hall, "The Restoration of the STANLEY NORMAN," Woodenboat 35
(July-August, 1980), 62-67.

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

Quadrangle scale _____

UTM References do NOT complete UTM references

A

--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

C

--	--	--	--	--	--	--	--	--	--

E

--	--	--	--	--	--	--	--	--	--

G

--	--	--	--	--	--	--	--	--	--

B

--	--	--	--	--	--	--	--	--	--

Zone Easting Northing

D

--	--	--	--	--	--	--	--	--	--

F

--	--	--	--	--	--	--	--	--	--

H

--	--	--	--	--	--	--	--	--	--

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

state	code	county	code

11. Form Prepared By

name/title Anne Witty/M.E. Hayward

organization Maryland Historical Society

date 4/84

street & number 201 W. Monument St.

telephone 685-3750

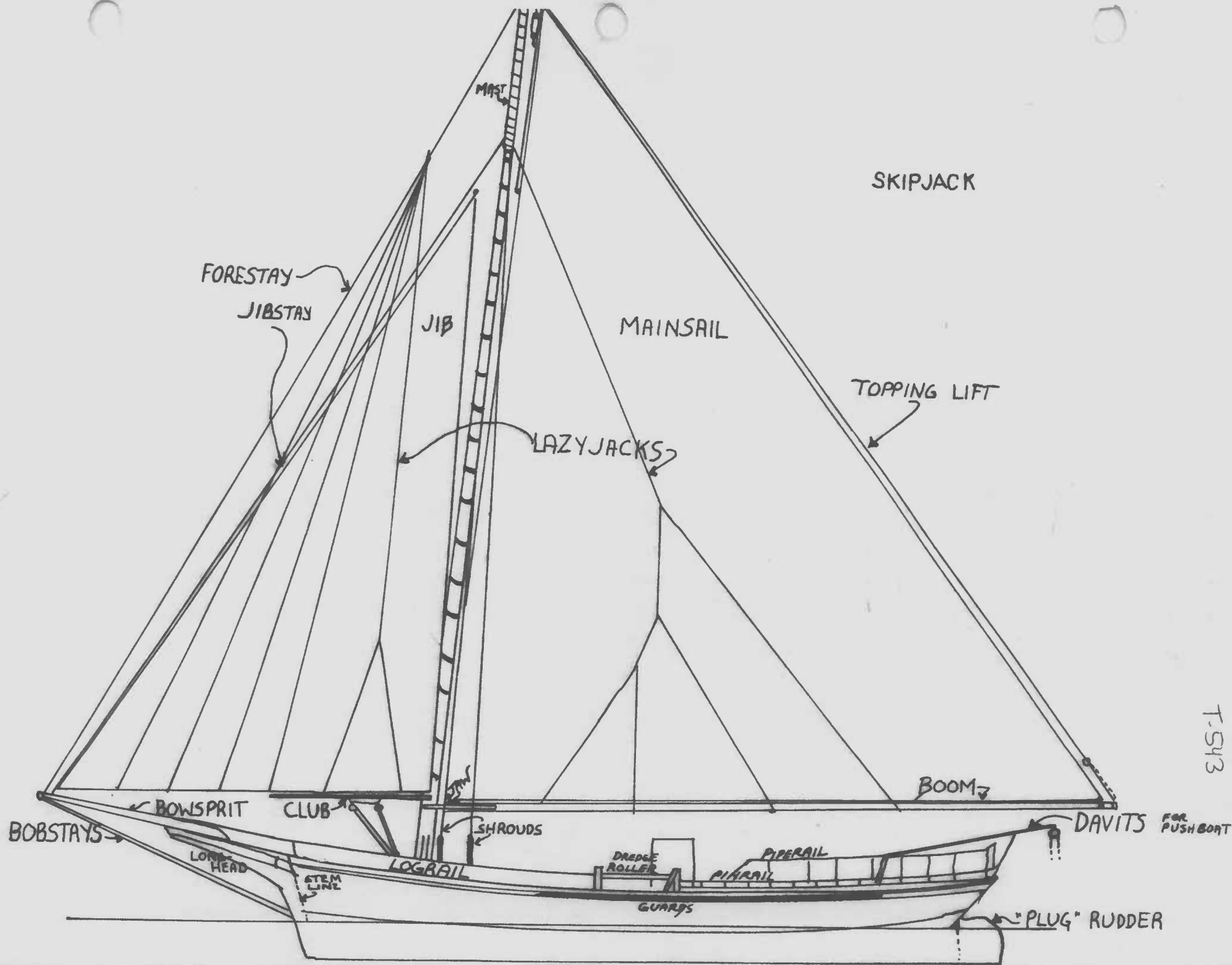
city or town Baltimore

state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438



T.543



T-543

STANLEY NORMAN
Tilghman, Md

872

port side under sail
M. C. Wootton

10/83



T-543

STANLEY NORMAN
Tilghman, Md

stern
M.C. Wootton

10/83



T-543

STANLEY NORMAN
Tilghman, Md

stern

M.C. Wootton 10/83



T-543

STANLEY NORMAN and pushboat
Tilghman, Md

starboard side
M. C. Wootton

10/83



T-543

STANLEY NORMAN

Tilghman, Md

interior - cabin

M.C. Wootton

10/83